

COMMENT

IT NOW IS quite plain, that the most Britain can hope for from any revision of the EEC Common Fisheries Policy, is a 50-mile protected belt off only a quarter of the British coast. This is all it seems the Government considers worth asking for and the odds are we will get a lot less.

To say the least, the fishing industry is soured by the antics of politicians. Even in these dire times when the industry needs all the support it can get, there must be some wry smiles in the fishing ports as the Conservative party now starts to set about the Government over its attitude towards renegotiation of the CFP. After all, was it not the Heath Government which got us enmeshed in the first place? In his rush to get into the EEC, Mr. Heath ignored the protests of the fishing industry, which was worried by the implications of the CFP.

Whatever Government has been in power, politically, fishing has always been something of a non-starter. Although fishing provides the nation with a valuable source of food, as an industry it lacks the most important attraction for a Government: votes on a massive scale.

Today, we live in a country where might is right. In this situation, it is men like Jack Jones of the Transport & General Workers Union, who manipulate the Government to a large extent.

Mr. Jones should be reminded that his union has a fishing section and his influence with the Government on the matter of the EEC is vital if his members are to continue to have a job. Or perhaps the same policy prevails in the T&GWU as well as in the Government and only a large voting block counts.

fishing news

Editor:
Harry Barrett
Assistant Editor:
Ien Strutt

Advertisement Director:
Fred Puresell

Managing Director:
W. A. Cathles

Published weekly.
Postal subscription rate
£7 per annum
£7.50 overseas
Registered as a newspaper at
the Post Office.

110 FLEET STREET,
LONDON EC4A 3JL
Telephone: 01-353 6961



A Lagen Transport refrigerated lorry from Dunganon at Hull market with a load of Irish fish.

£54,717 Iceland trip

A £54,717 grossing made at Hull last week was the best by a British trawler fishing off Iceland since the Oslo agreement late in May.

Newington's *Hommond Innes* brought back 2,798 kits caught during a 23-day trip. It was also a personal best for Skipper Brian Taylor, whose previous biggest trip grossing had been around £47,000 when he was with

Newington's aidewinder, *Joseph Conrad*, just before Christmas. Earlier last year he twice took out *Hommond Innes* when he relieved his brother, Skipper Dick Taylor, now back with C. S. Forester.

Skipper Brian Taylor went to the Icelandic coast on both trips, achieving grossings of £33,459 for 2,342 kits on July 16, 1975, and £33,194 for 3,538 kits on August 12, 1975. About 2,000 kits of cod and 200 kits of codling were among the latest turnover from *Hommond Innes*.

Skipper Brian Taylor told *Fishing News* that a couple of gales had stopped the vessel fishing for 36 hours. He added that the ship's biggest single haul during the trip had been about 300 baskets. While fish from the Icelandic grounds was selling well last week, the deal to sell Irish fish at Hull is going ahead.

"Regular supplies of Irish fish on a twice-weekly basis are being eagerly snapped up by members of our association," Jack Burke, secretary of Hull Fish Merchants' Protective Association, told *Fishing News* this week.

He said this new venture had started at the beginning of June. The fish arrive at Hull at about 5.30 am in a refrigerated container lorry after the ferry trip from Ireland. The fish is then sold on the market alongside supplies from overland ports. Among fish arriving last week in plastic boxes were: lemon soles, brill, turbot, pollock, soles, rock hake and John Dory.



Irish fish load in boxes aboard an Irish refrigerated lorry which completes its journey at Hull.

Fast return beats heat

FLEETWOOD'S Skipper Victor Buschlin ensured the heatwave did not affect the quality of the stern trawler *Fyldea's* Iceland catch by bringing her home after only 17 days. *Fyldea* landed 1,817 kits, including 1,400 of cod, which sold for £35,665.

Also successful was the stern trawler *Lunedo* (Skipper Bill Reader) which worked Iceland before returning with 1,526 kits, including 1,000 of cod, 200 of mock haddock, 270 of coley and 15 of rede, which sold for £29,321.

There was only one other Iceland landing: *Boston Beverley* landed 1,167 kits for £20,500. But for vessels which have switched to middle-water fishing from Iceland, because of the Oslo agreement, there were different fortunes.

Poor catches

The new stern trawler *Idena* managed a catch of only 357 kits which sold for £5,535, while the side trawler *Wyre Defence* fared only slightly better when she landed 442 kits for a grossing of £7,123.

But if cod prices remained comparatively stable, the same could not be said of hake which has slumped from previous months. In fact one skipper commented that the monkfish in his catch had made more than the hake.

The pocket trawler *Rosamondo*, which had 75 of hake in her total of 274 kits, earned £5,411. An nvorago of just around £20-a-kit for a catch containing this amount of hake shows the drop. Other vessels to find hake fishing less profitable than usual were the pocket trawlers *Resilience* (55 kits of the variety in her total of 11 for £2,390) and *Resolute* (135 kits — 30 of hake — for a grossing of only £2,250).

In the near water section it was again the 109ft. *London Town* which stole much of the limelight. Skipper Jack Kelly continued his outstanding success on the north of Ireland grounds by bringing back the vessel with 391 kits, including five of hake, 115 of cod, 25 of pike, 90 of haddock, 15 of coley and 80 of roker, which sold for £8,177.

On the same day as *London Town's* landing, the pocket trawler *Replenish* also did well with a catch of 315 kits, including 40 of hake, 55 of cod, 15 of haddock, five of whiting, 185 of coley, which sold for £4,930. Skipper Mick Oldman was in command. In the inshore section prawns provided a valuable catch for many vessels.

Birds Eye to sell shellfish

WITH three new products due to be launched this week, Birds Eye moves into the seafood market for the first time.

The range includes peeled prawns, breaded scampi and prawn cocktail in pack sizes for two servings.

Although Birds Eye is the country's biggest frozen fish company, until now it has not attempted to enter this sector of the market.

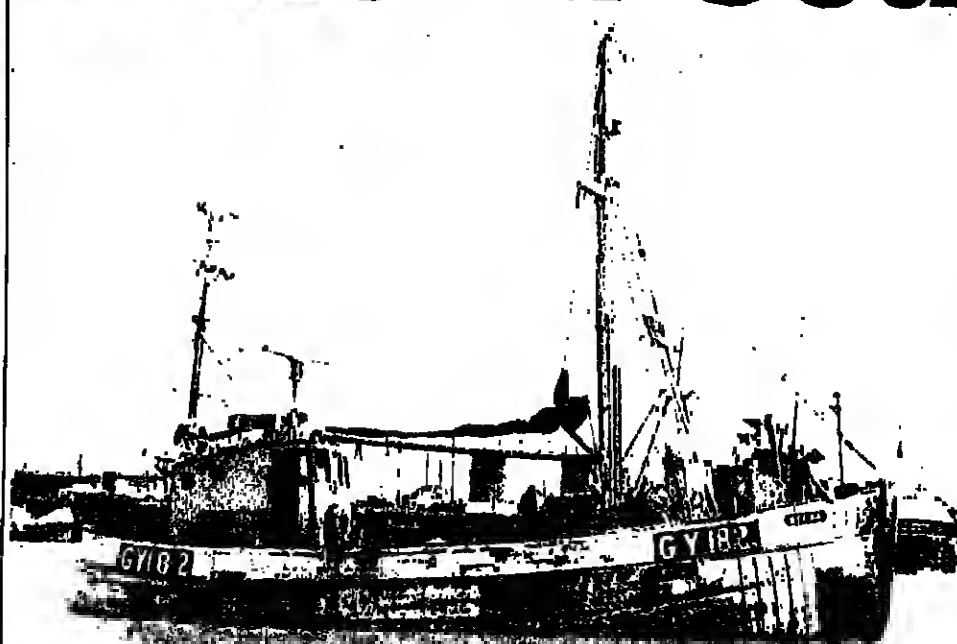
Keith Jacobs says: "We now believe the time is right for a number of reasons. Firstly, although we estimate the total seafood market is worth up to £50m, the in-home sector of that market is valued at only £9m. Last year, the money spent on eating out increased by 18 per cent, but in volume terms there was a five per cent drop.

"Put simply, more people seem to be eating at home. So, we thought, why not serve them with what is probably Britain's most popular starter — prawn cocktail — for example, at something like 20p a head, as well as the two main seafood lines — prawns and scampi?"

At the presentation of its annual review in London last week, Birds Eye revealed that £15m is to be spent on revamping production and another £15m may be used for product development.

Despite the result of the cod war chairman, Kenneth Webb, said: "Our commitment to Humber and the fish landed around these shores is as great as ever."

Seiner goes down in North Sea



Bekima — the Grimsby-based seiner which sank on Monday after springing a leak.

IRISH MULLET FIND

TWO WELSH marine biologists have found a previously unknown mullet resource off the West Cork coast.

David and Eifion Jones, of the University of Bangor, North Wales, discovered the mullet nursery off Sherklin

Island and believe that it could extend 50 to 100 miles out to sea.

Though a tasty fish regarded as a delicacy on the Continent where it can fetch up to 30 pence a pound, mullet is not popular in Ireland. It is associated with dirty waters

and polluted rivers. Average fish weights are around three to four pounds.

Commenting on their discovery, both biologists urged the Irish Department of Agriculture and Fisheries to intensify its research programme on fisheries.

THE three-man crew of the Grimsby anchor-seiner *Bekima* was rescued from a lifeboat after the 52ft. vessel sank 150 miles north-east of the Humber estuary on Monday night.

Shortly after 18.00 hours, skipper-owner Jimmy Howard radioed that *Bekima* was taking water as they fished. At first the danger appeared slight but the 33-ton vessel suddenly began to settle as water flooded the fishroom. The crew was forced to a lifeboat.

Alert by radio calls, ships in the area raced to help. The Grimsby seiner *Beverley* came on the scene and was guided in by distress rockets just as *Bekima* went under. *Beverley* picked up the crew and landed them on Tuesday. There were no casualties.

Bekima was built at Whitby in 1955 for W. A. Durrant Co. Ltd. Skipper Howard bought her from the Bellville Fishing Co. in 1972.

Recently he has worked closely with the Lossie Hydraulic Co. to pioneer deck machinery and *Bekima* was due to be fitted with the first lossie combination seine winch and rope drums.

SHETLAND SKIPPERS INSIDE LIMITS

TWO Shetland skippers were fined in Lerwick Sheriff Court last Friday when they admitted fishing inside the limits. John L. Hughson, Skerries skipper of *Comet*, was fined £100 when he admitted fishing 1.55 miles from Out Skerries, and not showing the proper lights. Norman Grey, an Unst men and skipper of *Sopphie*, was fined £75 for fishing 1.62 miles from Belts light.

Manager's new port

IAN THOMSON (34), manager of the Peterhead office of Richard Irvin and Sons Ltd. for the past three years, is changing jobs next month.

He is to become manager of the Whitehaven fish selling office of W. Donnan (Seafoods) Ltd.

Mr. Thomson, who came from Manchester, joined Richard Irvin and Sons in 1961 as a fish salesman at its North Shields branch, moving to Scotland in 1969. As well as at Peterhead, he has represented the firm at Olan, Mullin, Lerwick and Newlyn.

LISTER DIESELS are delighted to ANNOUNCE

That as from 1st July, 1976

NICHOL & ANDREW LTD.

Are appointed as our main distributor for parts, field service and technical advice in Scotland.

Nichol and Andrew will be joined by our already established Lister service engineers to give present and future customers the usual reliable service, even faster.

CONTACT:
Nichol and Andrew Limited
1 Montrose Avenue, Hillington, Glasgow, G52 4LS
on 041-810 3511 (Night Service—Ansaphone)
or 16 Halmira Street, Edinburgh, EH8 8PZ
on 031-553 1640

HAWKER SIDDELEY
LISTER DIESELS
Hawker Siddeley Group supplies mechanical, electrical and aerospace equipment with world-wide sales and service.

CYGNUS MARINE

The GM Range of hulls & complete boats.

Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a force 9 gale. The 32ft "Konrad" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's next to no maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyd's Fishing Boat Rules and W.F.A. requirements. In fact the GRP lamination is in excess with the hulls massive transverse frames on 18" centres and full length longitudinals. Have a look at a Cygnus Workboat, telephone Chris Brooks or Patrick Bray at Penryn 72970.

GM 26	GM 32	GM 36
L.O.A. 26'0"	L.O.A. 32'0"	L.O.A. 36'0"
Beam 9'6"	Beam 11'6"	Beam 13'10"
Draft 3'3"	Draft 4'0"	Draft 5'0"
Displ. 6.5 tons	Displ. 10.5 tons	Displ. 16 tons
Hull from £1650	Hull from £2400	Hull from £4500

CYGNUS MARINE LTD
Tregoniggle Industrial Estate, Falmouth,
Cornwall TR11 4RX. Tel: Penryn 72970

WORKBOATS

MEAL PLANT TO TEST STARFISH

STARFISH due to be landed at Fleetwood this week could result in a double bonus for local inshore fishermen.

The catch was to be landed by the 50ft. vessels *Fair Dawn* and *Silver Fern*.

Starfish have long been a

menace to inshoremen because they gather in profusion on the plaice grounds. It is hard labour to shovel them back overboard.

Now the vessels' owner, Jack Andrew, has decided — in combination with the fish meal company of Isaac Spencer and Co. Ltd. — to see if they can be turned into animal food.

The company indicated that it was too soon to talk about the project, but Mr. Andrew said: "Morecambe Bay is full of starfish. They are a nuisance to inshoremen, but if they can be processed satisfactorily there could be some big money in them."

"They are there for the catching. At present we have to shovel them over the side."

He said that the starfish would need considerable analysis and experiment. "It will obviously be some time before we know whether the experiment is a success or not. But I am very hopeful."

Mr. Andrew added that, if starfish did become a viable catch, while vessels were hunting them they would also be able to find other varieties such as plaice at the same time. "So, we will be killing two birds with one stone."

Mr. Andrew said that one of the reasons starfish had not been considered as fish meal material before was because there were ample supplies of fresh fish offal, but with the contraction in supplies because of the Iceland situation, fresh materials were obviously going to be needed.

"I am hoping that the fish meal people will be able to solve the various problems and that 'cross' catching, instead of being nothing but a nuisance, will be a commercial proposition for the inshoremen."

In recent years Mr. Andrew's vessels have also experimented with herring and sprat fishing with some encouraging results. However, the high price of rigging vessels out for mid-water trawling means the method is not open to most vessels.

Devon move to outlaw skin divers

DEVON Sea Fisheries Committee wants the Ministry of Fisheries to introduce legislation for controlling skin divers.

Its initial move was a decision at its July meeting to ask the Ministry to ban divers from Start Bay, which is already defined as a conservation area.

Also, the committee is to ask the Department of Trade for laws to make divers show a flag when they are operating.

Harry Worden, the chief sea fisheries officer, reported on meetings he has had with British Sub-Aqua Club members on the problems between fishermen and divers, but it was generally agreed that the troubles were not with BSAC members. It is

the "cowboy divers" who cared little for fishermen or others.

He said that, so far this year, there had been incidents on the South Devon coast at Bear, Berry Head, Start Point, Hope Cove and Burgh Island.

Fishermen at Bear are complaining of more and more divers working without flags, and two had been hit by self-drive boats. Mr. Worden reported that East Devon District Council has been asked by fishermen to ban divers within certain distances of the beach.

The Torbay problem, he said, is just as serious, and one compressed air supplier had reported selling an amount equal to 314 hours diving time within four days.

At Berry Head, said Mr. Worden, a diver was discovered over a shell fisherman's gear and he declined to move away when asked because, he said, the sea is free.

THE 85ft. Newlyn long-line *Korezo* fell over at low water when the starboard side leg gave way. Fortunately, the 850-stones of fish in the hold were saved. Skipper Jim Hicks and crew worked hard to save the catch, but there was damage to the hull.

Queen line for Iceland

ICELAND has placed an order worth £70,000 with the Aberdeen firm of Intel Engineers for a fully-automated line of five machines for processing queen scallops.

Just hours after the deal was signed, the firm received a firm inquiry from Iceland for similar equipment worth £35,000.

Plane trip laid on for yard open day

CAMPBELTOWN Shipyard is issuing an open invitation to north-east coast skippers and fishing executives to make a one-day flying visit to the yard and its latest boat, the 80ft. seiner — pair trawler *Argonaut IV* built for Skipper Davey Smith.

"In the past we have often organised 'open days' for new vessels when they arrived at their home ports," says Leslie Howarth, the yard's director and general manager.

But, on this occasion, we have chartered a 40-seat plane to bring the guests to Campbeltown so that they can see the yard as well as the boat.

"James Gordon, a director of Associated Fisheries in Aberdeen, has kindly agreed to compile a list of visitors, so anyone wishing to make the trip should contact him."

The plane is scheduled to leave Aberdeen at 9 am on Saturday, July 17, and return there in the late afternoon.

"We are hoping that some of our old friends from the north-east will take this opportunity of visiting us 'at home' and, also, that others

who have watched our boats in action will be interested to see how we build them," says Mr. Howarth.

Both *Argonaut IV* and the Campbeltown Shipyard are talking points in fishing these days. The vessel is specially interesting because her layout and gear incorporates the latest thinking of Davey Smith, one of Scotland's most successful skippers.

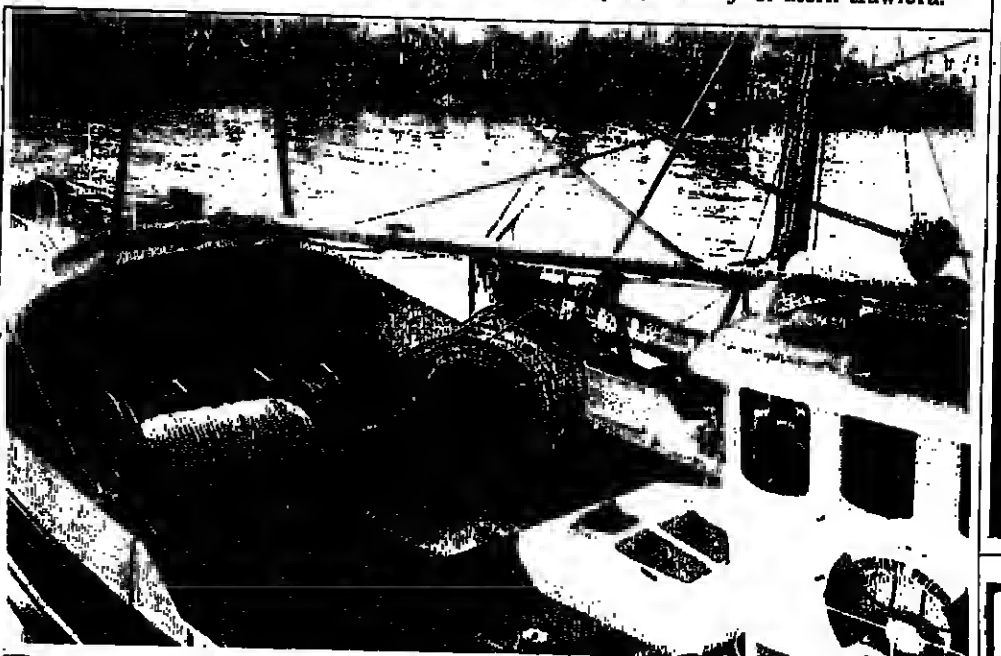
The yard, too, has successfully applied "assembly line" techniques to the production of steel fishing boats of well-proven designs. But, being in a fairly remote site, it is difficult to visit the yard.

Five standard seiner/pair trawler designs between 70 and 90ft. overall are now available. Most popular of these is the Campbeltown 80,

of which *Argonaut IV* is the 15th vessel completed.

"With the run-down of the distant-water fleet following the latest agreement with Iceland, more attention is being focussed on vessels of the size we build," says Mr. Howarth.

"In anticipation of increasing demand, we have on the drawing board a new 'family' of stern trawlers."



DEESEA DENIMS

THE CREW of the Scarborough boat *Our Rachel* tried to help a friend whose new denim jeans were just a little too big for him last week.

The boat, skippered by Colin Jenkinson, towed them 221 miles from Fraserburgh to Scarborough to shrink them. But, after the 26-hour soaking, the jeans hadn't shrunk an inch.

Drums for Devon seiner

The first set of seine rope drums on a Devon boat have been fitted aboard the 75ft. *Constant Friend*. After an extensive refit at the Oartmouth yard of Philip & Son, two Losse drums have been installed on the Irvin-built vessel which has been fly-dragging out of Brixham for the past eight months.

Following a couple of trips with the drums, Skipper Tony Rea told *Fishing News* that he is very pleased with the results. "They have cut out a lot of the effort needed for this type of fishing," he said. A full report on fly-dragging experiments taking place in Devon will appear in the August 6 issue of *Fishing News*.

Port asks for aid—now

THERE has been a call for quick action to help Fleetwood's fishing industry.

Peter Hewett, president of the Fleetwood Fishing Vessel Owners' Association, giving his reactions to the Commons statement on investment in the industry made by the Minister of Agriculture, Fisheries and Food, Fred Peart, said: "What the Minister has said is interesting and we welcome his indication that the industry will be helped."

"But these are still in the proposals stage. The industry badly needs immediate aid and it needs to know which way it is to go."

"The Government has to hammer out a firm fisheries policy as soon as possible."

"We have been hard hit at Fleetwood by the recent developments and, no doubt, will be hit further. And unless the Government decides on a policy soon and shows us that they want a fishing industry, it will not be a question of redundancies but of whole companies going out of business."

Topped

THE VALUE of white fish landed and sold at Peterhead during May was £1,813,812 — a port record.

This was revealed in the collector's returns which showed that the value of the catch in May last year was £1,064,703. Improved quayside prices have boosted the monthly value for some time.

Peterhead Harbour trustees, at their monthly meeting, heard of plans to extend the harbour offices to provide accommodation for pilots and a board room for meetings.



Endeavour — Skipper Matthew Hutchinson's boat which may stop fishing because of the DTI survey.

Same job for boat ten-foot shorter

SKIPPER Matthew Hutchinson of Whitby is soon to take delivery of a new GRP general purpose fishing vessel from the Palmouth, Cornwall, yard of Cygnus Marine.

Speaking to *Fishing News* Skipper Hutchinson said he had chosen a GRP boat as it would be cheaper to build than a wooden one; also, the up-keep would be much easier.

Whitby is the home port of the largest GRP fishing boat in the UK, the 54ft. *George Weatherill*. This vessel was moulded by Halmatic, in the Orkneys, and fitted out by the Middlesbrough yard of E. and L. P. Pinkney Marine in

1973 for Whitby businessman, Mr. C. E. Jarman.

Skipper Hutchinson said that he had seen *George Weatherill* on the slipway when she was about two years old and he had noticed that her hull was showing very little wear and tear. This had helped him to decide to have a GRP boat built for himself.

His new boat will be 38ft. 7in. long, with a beam of 14ft. and draft of 5ft. The wooden wheelhouse will be aft and the engine, a Gardner 6LXB of 110 hp.

With her good beam, transom stern and quite deep draft, Skipper Hutchinson believes the new boat will have the same capabilities as his present much longer command, *Endeavour* (WY1).

Built in 1934 at the Anstruther yard of Walter Reekie, *Endeavour* is the oldest of her type in the Whitby fleet. She has always been well liked for her attractive lines.

She is an excellent example

of the wooden canoe-sterned vessels built in Scotland by the 1930s primarily for herring ring netting. Several of this type were built for Whitby.

With a registered length of 48.7ft. and beam of about 14ft., she is fully-decked and has her wheelhouse placed aft.

The crew's cabin is forward, fishroom amidships and engine room aft. The boat was fitted with a reconditioned Kelvin 88 hp engine about two years ago.

Endeavour has always been owned by the Hutchinson family and has worked ring nets, drift nets, long lines, pots and salmon drift nets.

With the time for her Department of Trade safety survey looming up, it may be that *Endeavour* will have to retire from fishing.

Skipper Hutchinson said the cost of the survey, and the work required to make her satisfy the modern requirements, had helped him decide to buy a new boat.

WELL-KNOWN Stonehaven fisherman, John (Johnny) Watt, has died at the local hospital after a short illness.

A native of Shieldhill, near Catterline, about five miles south of Stonehaven, Mr. Watt (61) started fishing on leaving school. He went to Stonehaven in his teens when the family vessel moved there.

boat, *Mary Gowan*, was sold her a few years ago then concentrated on fishing during the summer months.

During World War II, he served with the Royal minesweeper patrol boat.

NOW A WOODEN 'SURVEY-BEATER'

FOLLOWING the news that a Pembroke firm is building a steel boat of the maximum size exempt from the new DTI safety rules, comes details of a wooden boat with the same object in mind.

This appears to be a growing trend as fishermen become increasingly worried about government fishing boat rules.

The new boat is under construction at the Cornish yard of Gerald Peam Ltd. and her

overall length of 38ft. 6in. means she is just under the 12 metres (39ft. 3.2in.) limit at which safety rules become mandatory.

The main timbers and frames are in English oak, with the planking in lroko.

The beam of the boat is 13ft. and she will be powered by a Gardner 6LXB of 170 hp.

The 38ft. 6in. wooden boat built at the Peam yard. Just 8in. save her owners from the headache of DTI surveys.



Dock smash holes boat

THE Grimsby pair trawler *Grenada Pearl* was badly holed on the starboard quarter on June 28. The seiner *Maxwell* collided with her whilst manoeuvring for a berth inside Grimsby fish docks.

No one was hurt in the incident, but Grimsby fire brigade was summoned and put a pump aboard the vessel when she later had to cross the docks to be put upon the slipways for repairs.

Crew members and shore staff plugged the broken timbers with bags of sawdust and a tarpaulin. *Maxwell* was only slightly damaged.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on June 28.

The new rates of interest are for fishing vessels under 80ft. and new engines: up to five years, 1.1 per cent; five to ten years, 1.2 per cent; ten to 15 years, 1.3 per cent; over 15 years, 1.4 per cent.

For processing plants: up to five years, 1.4 per cent; five to ten years, 1.4 per cent; ten to 15 years, 1.4 per cent; and 15 to 20 years, 1.5 per cent.

Rates on loans made before June 28 are unchanged.

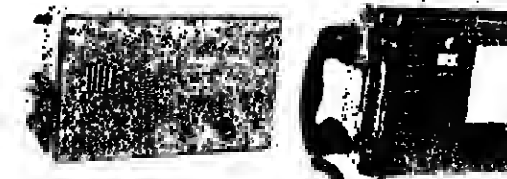
Tow off

THE Dutch beam trawler *Wolfer Frank* ran aground on the South Holm Bank, off Lowestoft, in thick mist last week. A pleasure boat passed a line from the grounded ship to *Fortissimo*, an 110hp trawler, and the Dutch boat was pulled clear.

SAILOR RADIOS



RT144 — 55 channel VHF from £395 plus VAT



R114 2182 Watch Receiver

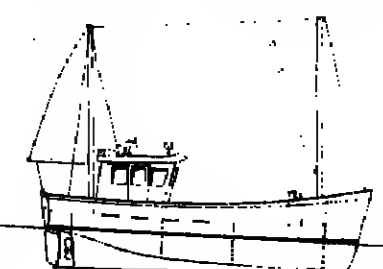
MF & HF 888 From 140 to 400 Watts PEP

Seabourne Electronics Ltd. Freepost, Plymouth PL1 1BR

No postage stamp is required

SEABOURNE ELECTRONICS LIMITED, 27 SOUTHSIDE ST., PLYMOUTH PL1 2LD TEL. (0752) 28114/28284. TELEX 45485

FERRO-SEA-CRAFT



Presenting our new range of Ferro-Cement Fishing/Workboats, which are available in three sizes — 28', 32', 36'. All stages of construction supplied on request from here hulls to completed craft. Details from:

FERRO-SEA-CRAFT (SALES), Hambrook Marina, Broad Road, Hambrook, Bournemouth. Tel. Bournemouth (0243) 672692.

FISHERMEN'S MISSION

SERVING AND CARING For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place, London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L. Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



89 years of service to fishermen and their families

This is the **ULSTEIN "TRAWLER"**

For further information contact: **ULSTEIN (U.K.) LIMITED**
80A George Street, EDINBURGH, EH2 2LR
Tel: 031-226 5481 Telex: 727383

Sail boat's warning . . .

THE historic Newfoundland fishing schooner *Norma* and *Gladys* will sail up the Thames into London on Saturday, July 17, during a round-the-world voyage to present a Canadian warning on dangers to the sea's living resources.

The vessel will berth at the St. Katharine's Yacht Haven, below Tower Bridge, and will be open to the public before sailing on July 20 for Bristol. She will be on show there from July 24-29.

The hold of *Norma* and *Gladys* has been converted into a display area housing an exhibit which warns of man's threat to sea life. It points out ways of keeping the oceans alive.

The display contrasts the former richness of the Grand Banks grounds off Newfoundland with their present depleted state. The concept of proper fisheries management by the coastal state as a means of conservation is outlined.

Only 50 years ago hundreds of schooners fished for cod on the Grand Banks. Newfoundland alone had a fleet of more than 300. *Norma* and *Gladys* may be the last of them.

Man dies under crabber

A MAN helping to clean the underside of a Devon crabber was crushed to death on Tuesday last week.

The 46ft. *Amanda* (DH 21) went onto her side when she was dried out on a river Dart, Devon. Stanley Crispin of Kingsbridge jumped clear, but Rex Austin (48) was trapped.

Mr. Austin had been helping to clean the boat because, being unemployed, he wanted to occupy his time.

FISHING NEWS

QUALITY KEEPS SALES UP IN THE HEATWAVE

YET ANOTHER week of non-stop sunshine and blistering temperatures could not stop a string of good grossings at Grimsby last week.

The seiners and pair teams did especially well, with the local seiner record being smashed.

Although merchants said they were struggling to sell profitably to usual outlets, there was never any real danger of quantities of fish remaining unsold because of

the remarkable quality of the landings.

Quayside prices might well have been a little better, but with the near end middle water fleets putting in some fine trips and the week's landings topping 35,000 kts, the returns were most encouraging. And this is the time of year when earnings are traditionally slack.

It was the Allard, Hewson seiner *Baverlay* (Skipper Johnny Stringer) which set up the port record for an anchor-seiner (Fishing News, July 2) with a massive tur-

nout of 460 kts, including over 100 of plaice. Many thought it would be good enough to break Hull's hold on the British record. But it was not to be.

On a well supplied market, the year-old vessel made £9,294 to head a cluster of seiners with catches approaching 400 kts. The port enjoyed its best spell of seining since 1972.

There were some first class grossings from the pair teams, too. With nine teams landing during the week, there was no pair quite good enough to topple *Morgrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper "Lemon" Richardson), who chalked up a combined tally of £22,887 from 1,223 kts after a 10-day North Sea trip through the John R. agency.

At the other end of the scale the distant water trawlers working Iceland also made the most of improved fishing, which reflected a much healthier state of grossings. For once most of the trips showed profits.

BUT's Ross Rodney (Skipper Geoff Curabert) led this section with a landing this Friday — when the markets were not at their best — of 2,012 kts and a grossing of £35,834.

BUT also took top plinches in the middle water section with *Ross Chechuk* (Skipper Eddie Hudson) on £11,685 from 1,274 kts and *Ross Cuiet* (Skipper Alun Redpath) on £18,338 from 1,117.

Both 130-footers completed 16-day trips to the Westories, turning out mixed catches mainly of cod, haddock and culey.

Grimsby FMA chairman, George Coulbeck, with a group of the trainees. He is flanked by book winners Christopher Dwyer (left) and George Bryant (right).

Merchant tells trainees: Be patient—the signs look good

GEORGE COULBECK, chairman of the Grimsby Fish Merchants' Association, predicted last week that the British fishing industry would move forward to prosperity once the Government settles on a fisheries policy and sorts out our limits.

Mr. Coulbeck was addressing two groups of trainee fishermen who had successfully completed pre-sea courses with the Department of Marine Studies at the Grimsby College of Technology.

He told the youngsters not to place too much importance on the present rather depressed state of the industry.

"We have always had our problems and difficult times," he told them, "and we have suffered, often for years, but we have always survived coming through the crisis with fresh hope and strength. We have had bad times and good times and so will you."

Mr. Coulbeck cited the dreadful times in 1939 when the Government put all the fish merchants out of business at the outbreak of the last war.

"They told us we were finished, but inside three weeks we were back," he remarked.

Coming onto the present state of the industry, Mr. Coulbeck said one of the contributory factors had been the undervaluing of fish in the past. It is only just beginning to find its proper place in the economy at a realistic and correct price.

On limits and a fisheries policy, he told the trainees that they must expect to see changes in the industry as a result.

"I feel," he concluded, "the signs for the future are excellent. It may take two or three years before things begin to run smoothly and properly again, but it will be only by the skills of fishermen, like yourselves, that we shall exist in the future."

"We may have to discover new grounds and there is a wonderful future there — if you're patient."

Mr. Coulbeck was thanked by the head of the department, Capt. S. J. G. Keene. Earlier he had presented course completion certificates to recruits to the multi-purpose and inshore course, and a separate course for recruits to the trawling industry.

The book prize for the top trawling trainee was donated by Skipper Keith Heron, of *Corlieu*, who as recently as 1974 received the Ross Trophy as the outstanding student at the college.

Foreign POs in deal on prices

AN AGREEMENT signed between producer organisations in Denmark and Belgium means that most of the landings in either country will be able to get compensation for withdrawn fish.

The basis of the link between the Danish PO, *Donske Fiskeres*, and Belgian counterpart, *Redersentrale*, is that members will respect each others market regulations.

Compensation to a Danish vessel landing in Belgium will be paid at the rate operating in Denmark and vice versa.

Similar arrangements have already been set up by the Belgians with POs in France and Holland. A spokesman for *Redersentrale* told *Fishing News* it is essential that similar agreements be set up between all EEC countries, mainly to prevent market disturbances.

Redersentrale claims to have all the Belgian fleet numbers, while the Danish PO includes 75 per cent of all boat owners in the country.

New job at BIM



DR R. A. MEANEY (above), resource development executive of BIM, has been appointed assistant fisheries development manager of the board. In his new post, Dr. Meaney will have special responsibility for resource and development operations. He will put into practice a policy aimed at expanding fishing through the application of new and existing resources and improving fleet productivity.

Anglo-Dansk for Engine Repairs and Installation. Winch & Gear Work Repairs. Prompt & Efficient Service.

Spares & Service Agents for HUNDESEN Motor & Propeller Gear.

Recommended Repairs and Spares Stockists for GARDNER ENGINES.

Anglo-Dansk Marine Engineering Co. Ltd. 10, Victoria Road, Grimsby, Lincolnshire.

Telephone 519778. Telex 9401.

July 9, 1978

July 9, 1978

FISHING NEWS

Navigating on a low budget

"WHEN I finish completing my hull, I shall have to get essential navigating equipment before I can start fishing."

"The way things are going I will not be able to afford radio direction finding equipment at first, so I will have to start with the barest minimum. What would you advise me to get?"

Although the primary essentials for navigating have long been held to be lead, log and look-out, there is not much point in streaming a log if you don't know the direction in which you are going. So the first items of equipment on your list should be two compasses.

You will have seen scores of fishing boats equipped only with a single box or small binnacle compass, but I think you would be better advised to carry two — a steering and a hand bearing compass or the equivalent.

Then you can always take the hand compass up on the foredeck, or wherever there is a minimum of magnetic interference, and check that there is not an excessive amount of error in your steering compass.

Battery

You will find it easier, too, to take accurate bearings with a good hand-bearing compass than with a steering compass not equipped with an azimuth ring and magnifier.

If you were going to complete the hull as an open boat, dispense with electric and run your echo sounder off dry batteries, a small binnacle compass of a type approved by the Department of Trade and Industry for use in fishing vessels would probably suit you as well as any.

You can either fix such a compass permanently in position or keep it portable so that you can stow it out of the way when not in use.

You can illuminate the card at night with a paraffin lamp in the binnacle or have it illuminated by Betalights.

If you are going to fit a wheelhouse and install electrical equipment for engine starting, lighting and running your sounder, then a dead-beat compass with an electrically illuminated film card would probably be your best answer.

The best hand-bearing compass I have used is an instrument called the Mini-Compass which is obtainable from most nautical instrument suppliers.

It is small, light and incorporates a special infinity prism so that you can see the exact bearing without parallax and irrespective of any movement of your eye in relation to the compass.

It is illuminated by Betalights so that you can use it at night and, if I hadn't any better device for taking bearings at any time of day or night, I would always carry one.

I carry a compass binnacle made by Hoplewhite Marina at Great Cornard in Suffolk. It is a 7 x 6 instrument incorporating a compass which enables you to take bearings without taking it from your eyes.

It enables you to fix your position even when you can't see navigation marks with the naked eye.

The compass is illuminated by Betalights and so you can see it both by day and night.

Since you will have to acquire 7 x 50 binoculars anyhow, you will save money by acquiring binocular and bearing compass in a single instrument.

Now back to traditional navigating devices. There are some people with echo sounders installed in their boats who no longer carry lead and line.

Personally, although I have two reliable sounders on board, I always carry a lead and use it frequently.

There are times — when trawling or anchoring — when I want to know exactly what the nature of the bottom is, but, good ground discriminators though they are, the sounders will not indicate it precisely. At these times I use the lead.

I also use a lead when crossing bars over which there is little water. When you have only about a metre under your keel, information from a leadline is almost as accurate as that from a sounding pole and more valuable than that which can be obtained from a sounder.

Even if you never cross such bars, you may find a leadline useful for corroborating your echo sounder at times. So my advice is to get a 7lb. (3.1 kg) lead and an adequate length of plaited, synthetic leadline.

Marks

If you do so, incidentally, it might be a good idea to put metric marks in it — at one and 11 metres, 2 and 12 metres up to 10 or 20 metres according to your requirements.

Unless you are going to need one for trawling or when making long passages out of sight of land, I don't think it would be necessary for you to get or fit a log.

It won't be long before you know by engine revolutions what speed you are making through the water.

If, however, you consider one essential, I should get an electro-magnetic or doppler speed instrument which has no protruding impeller to get fouled or damaged.

As an echo sounder is almost as essential for navigating, as for fish finding,

John Burgess' Log



you will definitely need one. If you are likely to use it as much for navigating as for fishing, an instrument which indicates depths by means of a light, as well as on recorder paper, would prove more economical. You will have to get a barometer and thermometer so that you can make your own local weather forecasts and decide whether you can go to sea or otherwise. And you will need a clock.

Using a watch or stop watch you can determine types of lights and/or fog signals, which is also a must.

You will need a bell, a foghorn and a whistle so that you can make signals as required by the Collision Regulations when navigating in poor visibility. And, of course, you will need navigating lights and signals which comply with the regulations.

You are not likely to need a sextant unless you intend to take an examination which requires you to know how to use one. But you will need to acquire appropriate charts and nautical publications.

Imray's Blue Back and WFA Kingfisher charts are best for both navigating and fishing.

Admiralty chart N. 5011, which shows chart symbols, is an essential requirement and so you will find the Admiralty Pilot for your area and tide tables.

In my opinion you would do well advised never to go to sea without a copy of this almanac on board.

It contains everything you need to know to navigate your boat around the British Isles — tide tables for every major and minor port, list of all lights and fog signals, collision regulations, information on buoyage, wreck marking, distress signals, first aid and many other matters that will concern you as well.

To supplement it, I should get *Olsen's Fisherman's Nautical Almanack* which contains some information of specific interest to fishermen not included in *Reed's*.

To insert positions and lay off courses on charts, you will need parallel rulers and dividers (or patent devices such as Douglas Protractor or Setral-Luard Course-Setting Protractor), octagonal BB pencils, India rubber and perhaps a magnifying glass.

If you have any money left after purchasing all these items, a radar reflector, a Hoplewhite radar detector which enables you to locate radar-operating vessels in your vicinity, a Tannoy battery which enables you to hear sound signals at greater distances and an inexpensive radio receiver with direction finding facilities might all prove valuable aids to navigation.

ANY QUESTIONS?

If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

TANGLE NET EXPERT

ON JUNE 18, in reply to a query about tangle nets and where they are obtainable, I omitted to mention that a staunch advocate of single-walled tangle nets made of fine nylon twine is Kevin Green.

He used to make them himself at Fareham, Hampshire, but now that he is manager at Bridport-Gundry's Beetons Branch in Battery (Green Road, Lowestoft), they are made by the company.

If you want information on the finer points of working these nets, he is the man to consult.

Tide tables as well as a list of lights, fog signals are visual time signals are published in *Reed's Almanac* each year.

In my opinion you would do well advised never to go to sea without a copy of this almanac on board.

It contains everything you need to know to navigate your boat around the British Isles — tide tables for every major and minor port, list of all lights and fog signals, collision regulations, information on buoyage, wreck marking, distress signals, first aid and many other matters that will concern you as well.

To supplement it, I should get *Olsen's Fisherman's Nautical Almanack* which contains some information of specific interest to fishermen not included in *Reed's*.

To insert positions and lay off courses on charts, you will need parallel rulers and dividers (or patent devices such as Douglas Protractor or Setral-Luard Course-Setting Protractor), octagonal BB pencils, India rubber and perhaps a magnifying glass.

If you have any money left after purchasing all these items, a radar reflector, a Hoplewhite radar detector which enables you to locate radar-operating vessels in your vicinity, a Tannoy battery which enables you to hear sound signals at greater distances and an inexpensive radio receiver with direction finding facilities might all prove valuable aids to navigation.

ANY QUESTIONS?

If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

ALEXANDER NOBLE & SONS LTD. BOATBUILDERS GIRVAN

Vessels — repairs on our own slipways up to 150 tons — all types of machinery installed.

Ring TEL: GIRVAN 2223

BUYING OR SELLING The Castlemain Group International Ship Brokers with

ten Telex-linked offices in Europe

U.K. readers contact: Tel: 87671 88213 8 South St. Chichester Melpes Road, Truro 77741 45868 Dock Rd. Lytham, Lancs. 5531 67531

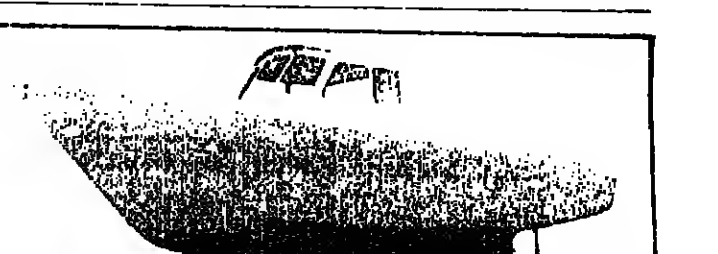
Companies in S. France, Greece, Spain, Denmark, Germany.

TYPE 5A WATERTIGHT FITTING

D.C. voltages 24v, 110v, 220v A.C. voltages 115v, 240v, 50/60 cycles

Send for catalogue: Dept. LN, SONDIA LIGHTING LTD., 45 PORTLAND PLACE, HULL, HU2 8QP

Telephones: 0482 223363 Manufacturers of Marine Lighting Fittings



35ft. x 10ft. 10in. x 3ft. 6in. All steel hull, deck & wheelhouse from £3,500. Or hull only available.

SHEET METAL STRUCTURES LTD., Reynolds Works, 178 Abbey Road, Barking, Essex.

Tel. 01 594 1808

WAYDON Mouldings Ltd. BURTON LATIMER 3488

LOBSTER POTS Moulded in Polypropylene giving a very tough pot. Detachable base for inter-stacking during carriage.

Available ex-stock!!! at £3.20 + VAT & Carriage

Finedon Station Road, Finedon, Wellingborough, Northants.

For deliveries in Ireland contact: Coastal Holidays Marine, Pier House, Glenties, Co. Cork. Tel: Lepp 91.

fishing vessel protection

Stem to stern, keel to truck, engine room — accommodation — Join-Henry Clark paint systems give complete protection. Our anti-rust paint means smooth hull ensuring fast speeds to catch the markets. Whilst our Lloyd's approved flame retardant paint adds a bright light to living quarters and ensures extra safety for crew. It achieves good looks and complete protection for your vessel — a copy of our leaflet is a good start.

Join-Henry Clark Ltd. 8-9 Peterborough Road, London EC4A 3DF Tel: 01-40 2741 Telex: 885401

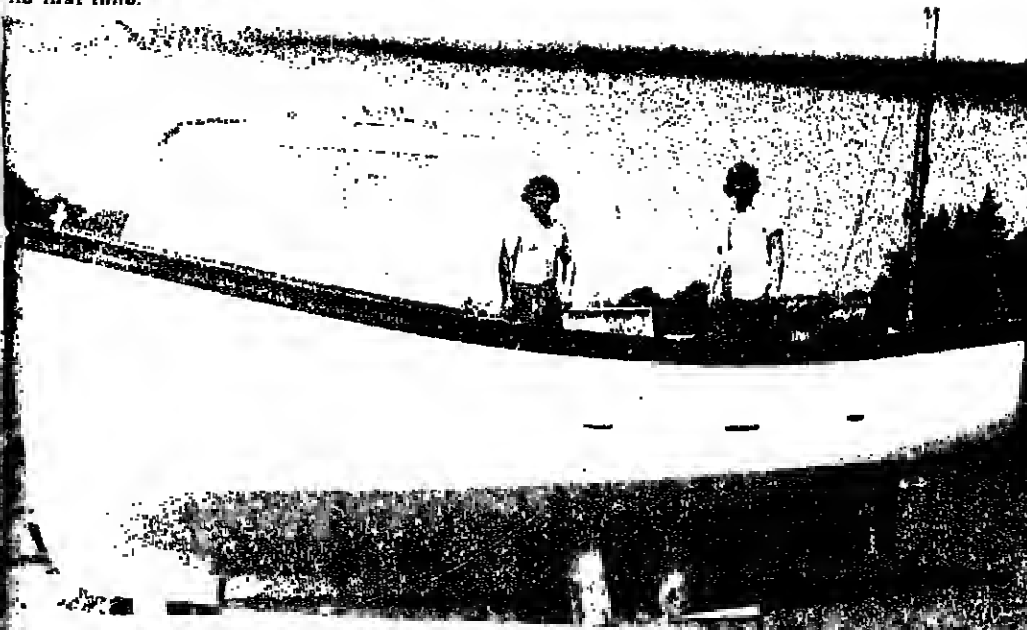
117 Wickham Road, Wickham, Hants. Tel: 0703 20001

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

'ACACIA WOOD' DELIVERED

— now Lewis production line slows

Owners of *Bin Lahu* wait for booming tide to float her on first time.



Acacia Wood at Aberdeen. She's fitted with Lessor rope storage reels.

FIRST CYGNUS '26'

Flushing fisherman, Johnny 'Squalcher' Wallis, decided on a new boat that didn't exist. Only five weeks after obtaining the building of their new 26-footer from Cygnus, they have a completed boat built with their hands.

Work was done in a shed at a boatyard in Cornwall. Deck is of marine ply sheathed with the forward wheelhouse is constructed in ply panels.

Engine is a Leyland Thornycroft 154 diesel, giving 45 hp at 2,500 rpm. This drives through a gearbox with a 2:1 reduction ratio to a three-blade propeller. The new boat, named *Bin Lahu*, will be used for both head and long lining.

Bin Lahu, the second hull out of the mould, was bought complete with transverse and longitudinal frames, engine beds and beam shelf moulded in. This cost £2,300 against the price of the bare shell, £1,850.

Main dimensions of the boat are: length, 26ft.; beam, 9ft. 6in. and draft, 3ft. 3in. Displacement is 6.5 tons. Seven 26ft. hulls have been moulded so far, with one going to Ireland and two each to France and Sweden.

Cygnus Marina is due to complete fitting out its first 26-footer at the end of this month. WFA-approved, she will cost £10,600 and go to a Cornish fisherman, North Devon, owner.

While agreeing with the necessity of this training on merchant ships, where many of the crew are technicians rather than seamen, the position with fishing boats is very different. By the very nature of their work, fishermen are seamen, well versed in the ways of the sea.

Let's hope the Government does not take the lowest standard of competence as the basis for any training standards. If training is necessary for fishing boat crews, then let's have this based on the experience of fishermen not merchant seamen.

There is a need for fishermen to know how their lifeboats work and demonstrations organised at fishing ports could help here. Flare manufacturers, Schermuly, are taking a similar initiative with yachtsmen in organising demonstrations of their flares, showing how they are fired and what they do.

Below: the oak and mahogany 18-footer under construction at the Waters yard, Appledore.

Lifeboat to carry 195 people is launched at Ramsgate. Namad Prudential she is an £8,500 gift from the Prudential Assurance Co.

BOSTON Deep Sea Fish & Ice Co. declares a loss of £11,248.4s.7d. for the past 12 months.

THE most picturesque part of old Folkestone will disappear. If the town council approves a scheme to demolish 71 houses and other buildings in the fish market area.

1,500 tons of foreign coal landed at Fraserburgh to sail for 66s. per ton. NEW type of motor.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926 FISHING NEWS brings out first copy after the General Strike which stopped publication of eight issues.

WHEN the coal strike is finally settled, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at Aberdeen.

safety at sea

THE fishing industry is still trying to come to terms with the new regulations, but now there has come a new warning that even stiffer standards may be introduced.

The warning came from Clinton Davis, Under Secretary of State for Shipping, in a speech he gave to the National Union of Seamen.

Although obviously aimed at the Merchant fleet, past experience has shown that this will include the fishing fleet.

Now that the Government have taken control over fishing boats over 12 metres long, it becomes a simple matter to extend that control by the introduction of new or modified rules.

Mr. Davis' speech included the following: "I want to be given far wider powers to deal with all aspects covering safety of life at sea. At present too many of these matters can only be dealt with on an advisory basis."

"My Department has identified a substantial number of Merchant Shipping Notices which I believe ought to be given the force of law."

"The speech didn't go on to explain in which areas safety rules might be extended, and for this we shall have to wait and see, but don't think that the existing rules are final. They are just a start."

One probable extension will be in compulsory training in the use of lifesaving equipment; how to use life rafts and firefighting equipment.

While agreeing with the necessity of this training on merchant ships, where many of the crew are technicians rather than seamen, the position with fishing boats is very different. By the very nature of their work, fishermen are seamen, well versed in the ways of the sea.

Let's hope the Government does not take the lowest standard of competence as the basis for any training standards. If training is necessary for fishing boat crews, then let's have this based on the experience of fishermen not merchant seamen.

There is a need for fishermen to know how their lifeboats work and demonstrations organised at fishing ports could help here. Flare manufacturers, Schermuly, are taking a similar initiative with yachtsmen in organising demonstrations of their flares, showing how they are fired and what they do.

Below: the oak and mahogany 18-footer under construction at the Waters yard, Appledore.

Lifeboat to carry 195 people is launched at Ramsgate. Namad Prudential she is an £8,500 gift from the Prudential Assurance Co.

BOSTON Deep Sea Fish & Ice Co. declares a loss of £11,248.4s.7d. for the past 12 months.

THE most picturesque part of old Folkestone will disappear. If the town council approves a scheme to demolish 71 houses and other buildings in the fish market area.

1,500 tons of foreign coal landed at Fraserburgh to sail for 66s. per ton. NEW type of motor.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926 FISHING NEWS brings out first copy after the General Strike which stopped publication of eight issues.

WHEN the coal strike is finally settled, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at Aberdeen.

Lifeboat to carry 195 people is launched at Ramsgate. Namad Prudential she is an £8,500 gift from the Prudential Assurance Co.

BOSTON Deep Sea Fish & Ice Co. declares a loss of £11,248.4s.7d. for the past 12 months.

THE most picturesque part of old Folkestone will disappear. If the town council approves a scheme to demolish 71 houses and other buildings in the fish market area.

THE JOHN Lewis shipyard in Aberdeen has just completed the last but one seiner-trawler on its order book due to the lack of demand for fishing vessels.

However, the yard has recently signed a contract to fit out two 86ft. pocket trawlers for J. Marr (Aberdeen) Ltd. They were originally ordered from the Dundee yard of Smith and Hutton, now in liquidation.

During the last eight years, or so, the John Lewis yard has built a very successful series of 86ft. seiner-trawlers, using prefabricated techniques, at the rate of one every two months.

The latest seiner-trawler, *Acacia Wood*, has been built for Skipper Alec Jack of Hopenan and others and will concentrate, for the time being, on seine netting from Aberdeen or Peterhead.

In general design, *Acacia Wood* is similar to other seiner-trawlers from the Lewis yard, with a transom stern, raked stem and an overall length of 86ft. and moulded beam of 22ft.

Tanks have a capacity of 13½ tons of fuel oil and five tons of fresh water.

Propulsion is by a Mirreles Blackstone ETSL6MGR engine, which develops 637 bhp at 750 rpm, and drives the fixed pitch propeller through a 3:1 reduction and reverse gearbox.

Two Gardner auxiliary engines are fitted, and the more powerful unit develops about 127 bhp at 1,500 rpm and drives a Newton Derby alternator plus the hydraulic power-pack for the deck machinery.

The other Gardner engine provides about 100 hp at 1,500 rpm and drives another Newton Derby alternator.

Other equipment in the engine room includes electrically-driven Gilbert

Gilkes and Gordon bilge and general service pumps, plus Werthington Simpson air compressors.

An Andreas Jensen and Sommer seine and trawl winch is fitted below the wheelhouse and is powered by a Dowty variable delivery hydraulic pump driven from the larger Gardner engine.

The two rope storage reels aboard *Acacia Wood* are from the Lessor Hydraulic Co. of Falkirk and are large enough to take about 16 coils of ¾ in. rope, although at present they are carrying only 13 coils.

Controls are fitted in the wheelhouse and hydraulic power is provided by a Vickers pump on the larger Gardner engine. Lessor Hydraulics also supplied the power block which is driven by the same Vickers pump.

Power is applied to the rope reels, or power block, via a solenoid switch.

An aluminium gutting shelter is fitted, and the fishroom is insulated with GRP and has a capacity of 130 cu. m. Layout of the deckhouse differs a little from the other Lewis vessels.

Now under construction in the Lewis shipyard is *Yard No. 402*, which will be another seiner-trawler for Scottish owners.

The messdeck is arranged at the forward end, below the wheelhouse, and is fitted with a Hotpoint fridge.

There is a separate galley, fitted with a Kempf 9 kW electric cooker and Hestias water heater.

Electronic equipment in the wheelhouse includes 'Sailor' T122 R105 radio telephone and 'Sailor' VHF set; Kelvin Hughes MS4 echo sounder; Atlas 700 fish finder; Kelvin Hughes Minch Watchkeeping Receiver; Audix Intercom system and Decca 450 autopilot. RM914A and 050 radar, 350T Track Plotter and Mk.21 Navigator.

Also fitted are a Wynn's window wiper, Tenford H115ESG steering gear, a Bustron skipper's chair and Mores perforated rubber matting. The wheelhouse is aluminium and Chumit rubber-cased floodlights are also fitted.

Now under construction in the Lewis shipyard is *Yard No. 402*, which will be another seiner-trawler for Scottish owners.

The messdeck is arranged at the forward end, below the wheelhouse, and is fitted with a Hotpoint fridge.

There is a separate galley, fitted with a Kempf 9 kW electric cooker and Hestias water heater.

Electronic equipment in the wheelhouse includes 'Sailor' T122 R105 radio telephone and 'Sailor' VHF set; Kelvin Hughes MS4 echo sounder; Atlas 700 fish finder; Kelvin Hughes Minch Watchkeeping Receiver; Audix Intercom system and Decca 450 autopilot. RM914A and 050 radar, 350T Track Plotter and Mk.21 Navigator.

Also fitted are a Wynn's window wiper, Tenford H115ESG steering gear, a Bustron skipper's chair and Mores perforated rubber matting. The wheelhouse is aluminium and Chumit rubber-cased floodlights are also fitted.

Now under construction in the Lewis shipyard is *Yard No. 402*, which will be another seiner-trawler for Scottish owners.

The messdeck is arranged at the forward end, below the wheelhouse, and is fitted with a Hotpoint fridge.

There is a separate galley, fitted with a Kempf 9 kW electric cooker and Hestias water heater.

Electronic equipment in the wheelhouse includes 'Sailor' T122 R105 radio telephone and 'Sailor' VHF set; Kelvin Hughes MS4 echo sounder; Atlas 700 fish finder; Kelvin Hughes Minch Watchkeeping Receiver; Audix Intercom system and Decca 450 autopilot. RM914A and 050 radar, 350T Track Plotter and Mk.21 Navigator.

Also fitted are a Wynn's window wiper, Tenford H115ESG steering gear, a Bustron skipper's chair and Mores perforated rubber matting. The wheelhouse is aluminium and Chumit rubber-cased floodlights are also fitted.

Now under construction in the Lewis shipyard is *Yard No. 402*, which will be another seiner-trawler for Scottish owners.

The messdeck is arranged at the forward end, below the wheelhouse, and is fitted with a Hotpoint fridge.

There is a separate galley, fitted with a Kempf 9 kW electric cooker and Hestias water heater.

Electronic equipment in the wheelhouse includes 'Sailor' T122 R105 radio telephone and 'Sailor' VHF set; Kelvin Hughes MS4 echo sounder; Atlas 700 fish finder; Kelvin Hughes Minch Watchkeeping Receiver; Audix Intercom system and Decca 450 autopilot. RM914A and 050 radar, 350T Track Plotter and Mk.21 Navigator.

Also fitted are a Wynn's window wiper, Tenford H115ESG steering gear, a Bustron skipper's chair and Mores perforated rubber matting. The wheelhouse is aluminium and Chumit rubber-cased floodlights are also fitted.

Now under construction in the Lewis shipyard is *Yard No. 402*, which will be another seiner-trawler for Scottish owners.

Important message to British fishermen

F. R. Kitchen Hydraulics Ltd. are now servicing HYDRAULIK BRATTVAAG deck auxiliaries in the U.K.

Owners of vessels equipped with low pressure hydraulic deck auxiliaries from AIS Hydraulic Brattvaag of Norway, have been used to turn to Humber St. Andrews Eng. Co. Ltd. in Hull for service and parts for their gear. Unfortunately, for both our U.K. customers and us, this well established company have decided to withdraw from business.

We regret, but respect their decision, and take this opportunity to thank them for a splendid job through the years. However, F. R. Kitchen Hydraulics Ltd., Hull, have taken over as our service representative to the fisherman of U.K. We know that they will perform

to the best of their ability to give you quick and competent service, being specialists on all sorts of hydraulic equipment. So, take care to note their address:

F. R. Kitchen Hydraulics Ltd., Albert Dock East, Hull, HU1 2DN Tel.: 0482/28578 Telex: 52584

MAKERS OF HYDRAULIC DECK AUXILIARIES

HYDRAULIK BRATTVAAG

N-6970 Brattvaag - Norway. Cable: Hydraulik. Tel.: 0711 12 000 Line 29 - Telex 42 358 Hydra N.

Cobles keep on coming.

THERE seems to be little let up in the demand for small inshore vessels along the Yorkshire coast.

The yard of C. A. Goodell at Sandesand, near Whitby, has built a steady stream of traditional Yorkshire cobles in recent years and has just completed yet another.

Nemed *Whimbril*, she has been built to the order of Messrs. Bulmer and Thomas of Redcar, who will use her for potting, lining and salmon fishing.

She is 29ft. long, with a beam of 9ft. 8in., and is an open coble of larch on oak construction.

The engine is a Mercedes diesel, type OM314, which develops 80 hp at 2,800 rpm to drive the 19in.

diameter Gains propeller through a 5:1 hydraulic gearbox.

To allow for any possible change in the beach at Redcar, a flexible shaft for the propeller and tailshaft is fitted. The engine is a Mercedes diesel, type OM314, which develops 80 hp at 2,800 rpm to drive the 19in.

A PNE. Duert 19in. fitted, powered from the engine crankshaft. SDR 502 echo sounder in a box below the engine.

Whimbril is fitted with a 19in. diameter Gains propeller through a 5:1 hydraulic gearbox.

To allow for any possible change in the beach at Redcar, a flexible shaft for the propeller and tailshaft is fitted. The engine is a Mercedes diesel, type OM314, which develops 80 hp at 2,800 rpm to drive the 19in.

A PNE. Duert 19in. fitted, powered from the engine crankshaft. SDR 502 echo sounder in a box below the engine.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926 FISHING NEWS brings out first copy after the General Strike which stopped publication of eight issues.

WHEN the coal strike is finally settled, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at Aberdeen.

Lifeboat to carry 195 people is launched at Ramsgate. Namad Prudential she is an £8,500 gift from the Prudential Assurance Co.

BOSTON Deep Sea Fish & Ice Co. declares a loss of £11,248.4s.7d. for the past 12 months.

THE most picturesque part of old Folkestone will disappear. If the town council approves a scheme to demolish 71 houses and other buildings in the fish market area.

50 years ago

1,500 tons of foreign coal landed at Fraserburgh to sail for 66s. per ton. NEW type of motor.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926 FISHING NEWS brings out first copy after the General Strike which stopped publication of eight issues.

WHEN the coal strike is finally settled, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at Aberdeen.

Lifeboat to carry 195 people is launched at Ramsgate. Namad Prudential she is an £8,500 gift from the Prudential Assurance Co.

BOSTON Deep Sea Fish & Ice Co. declares a loss of £11,248.4s.7d. for the past 12 months.

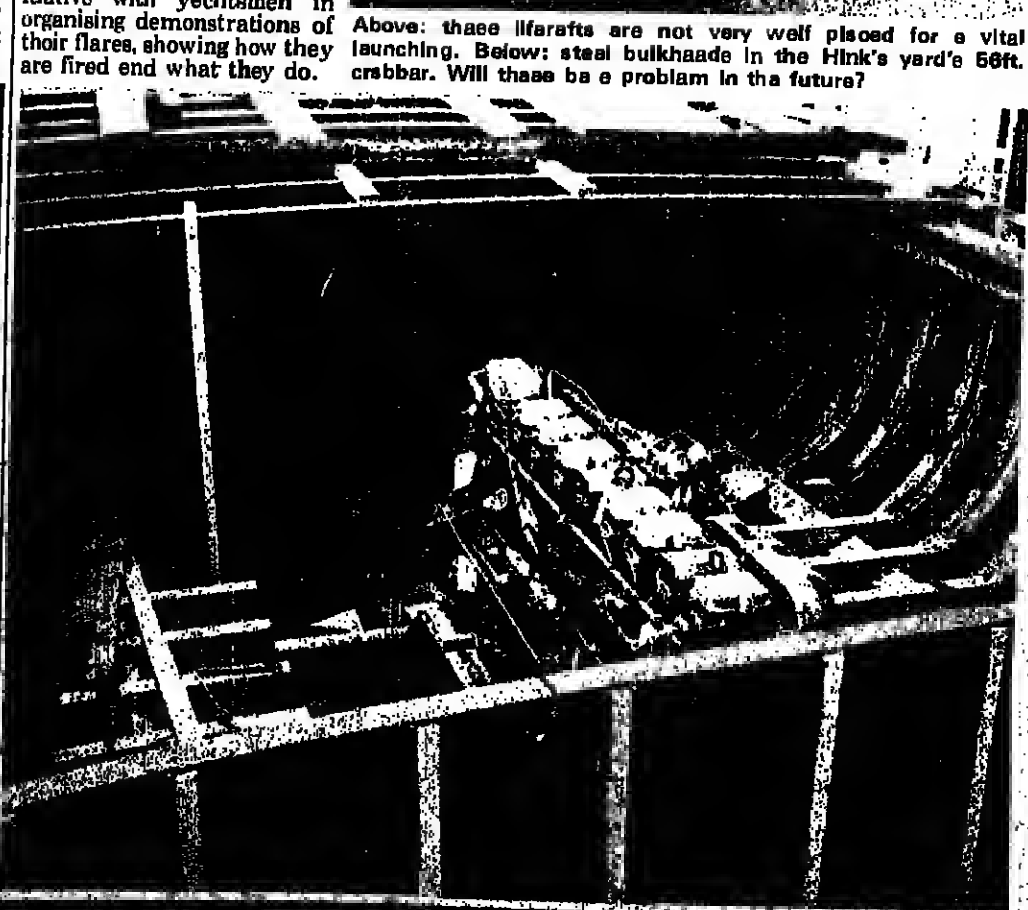
THE most picturesque part of old Folkestone will disappear. If the town council approves a scheme to demolish 71 houses and other buildings in the fish market area.

1,500 tons of foreign coal landed at Fraserburgh to sail for 66s. per ton. NEW type of motor.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926 FISHING NEWS brings out first copy after the General Strike which stopped publication of eight issues.

WHEN the coal strike is finally settled, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at Aberdeen.



Above: these lifeboats are not very well placed for a vital launching. Below: steel bulkheads in the Hink's yard's 50ft. crabber. Will these be a problem in the future?

DAG PIKE.

SUPPLIES & SERVICES

A MONTHLY FISHING NEWS FEATURE

Advertisement Rates:
£200 per single column
10% discount on 6 insertions
10% discount on 12 insertions.
Order for space to:
The Advertisement
Manager,
FISHING NEWS,
110 FLEET STREET,
LONDON, E.C.4.
Tel. 01-353 6881

SABB diesel

The Old Meeting, Chapel Lane
Wokingham Market, Wokingham
Tel: 0728/48887

FISHERIES ORGANIZATION SOCIETY A THOUSAND "TOP FISHERMEN" ARE WITH US: WHY NOT YOU TOO?

Get membership details now from:
ERNE HAMLEY, GENERAL SECRETARY (01-844 4888)
555 LONDON ROAD, NORTH CREAM, SM3 8AA

WOOD & DAVIDSON Ltd. (SHIP REPAIRERS)

Farmers Lane North Esplanade East
Peterhead 2161-2 Aberdeen 29006-6-7

OTHER SERVICES General engineering and fuel pump servicing. Electrical work and armature winding. Blacksmith work. General joinery and carpentry. Paint work and shotblasting. Crane for hire. Diesel and general engineering. General Steel fabrication. Dry-Dock facilities up to 180 ft. Slipway facilities up to 80 ft.

Agents for Red Hand Marine Coatings
Contractors for the North Sea Oil Rigs

ANGLIAN MUTUAL

UNDERWRITING ASSOCIATION LTD.
FULL MARINE INSURANCE COVER FOR THE OWNERS OF
ALL TYPES OF FISHING VESSELS
INCLUDING UNLIMITED THIRD PARTY LIABILITY
INSURANCE
(Oil Pollution limited to £12,000,000)

For details apply to the Manager at:
No. 1 LEADENHALL ST., LONDON, E.C.3 01-626 5215/6
Telegrams: Anglianmut London E.C.3

BOAT BUILDING TIMBERS

● Butts of Oak, Larch, Iroko, Mahogany and Oak Crooks
all sawn through and through to any thickness.
● Edge grain Oregon Pine Decking in long lengths.
● Complete sets Oak frames bevel sawn to your patterns.
● Delivery to all parts Scotland, England and Ireland.
W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: Hull D482-25588 (5 lines) Telex: 52528

*SMYE-RUMSBY
Comprehensive Marine Electronic Services to all
Vessels and the Marine Trades
SALES — INSTALLATION — 24-HOUR SERVICE
DOVER Servicing Kent Coast, Thames & Charnel
123 Smergate St., Dover. Tel: 201187. Telex: 985425
NEWHAVEN Servicing E. Sussex Coast & Charnel
c/o Cantel & Son, West Quay, Newhaven.
Tel: 7144/4118
*Smye-Rumsey Engineering Co. Ltd. in association with
Lamda Marine Ltd.

MACKAY BOAT BUILDERS
OLD SHREHEAD
ARBROATH
Fishing Vessels
Trawlers, Balmers
Sealopers
Built to owners
requirements
Slipway repairs
Tel: ARBROATH 2979
Personal Supervision

LIFEBUOYS
LIFEJACKETS
DISTRESS SIGNALS
SHIPS' FENDERS
FOSBERY & CO. LTD.
BARKING, ESSEX
01-594 8135

FRANK COLAM LTD.
Fish and Poultry Merchants
NEW SMITHFIELD MARKET,
WHITWORTH STREET EAST
MANCHESTER M11 2NW
CONSIGNMENTS
SOLICITED
Phones: 061-223 8831/2
After business hours:
061-773 1520
Banks:
William Glynn, Smithfield Market
Branch, 76 High Street,
Manchester

COD END PROTECTION
Neoprene/nylon cod and chaffers.
Strong, tear resistant, long life,
clean and easy to handle. Now
used extensively for cod end and
and chaffers protection on all sides
of trawlers. Your requirements
made up at competitive prices.
For information and immediate
delivery contact:
WESTCLIFF MARINE
8 Abbey Grove
Ramsgate, Kent
Tel. Thanet (0843) 68387

**MILLER
St. Monance**
Fishing Boat
Builders
Send for Catalogue
No. 3, FB 87
Makers of 'Fifer'
Winches
Send for Catalogue
No. FBE 51188
JAS. N. MILLER & SONS Ltd
ST. MONANCE
PIPE SCOTLAND

GEORGE B. BEE LTD.
Fish Salesmen, Licensed
Auctioneers
Agents for all classes of
Fishing Vessels
BEST PRICES ASSURED FOR
OVERLAND CONSIGNMENTS
FISH DOCKS — GRIMSBY
Telephone 88048/9
Telegrams: Beevish, Grimsby
Grimsby 78812 & 78482

DELMAR ENGINEERING
20 Church Road, Selway,
West Sussex
Telephone Selway 8123 (day)
Selway 8124 (evening)
14", 20", 30" Lobster/Crab Pots, Crabs,
Prawn Cages, Salmon, gill nets, etc.,
plastic coated.
Send for leaflet or consult the following
agents:
Scotland — Maritime Fishing
Telephone: 041-428 8817
Glasgow — W. Harvey
Telephone: 2833
Tel.: 0242/27349/26401
Channel Isles — A. J. Jones
Telephone: 0338 82233

IN PAST 8 YEARS WATSON HAVE DESIGNED
MORE THAN 80 MFV'S IN WOOD, STEEL &
GRP FOR MANY SUCCESSFUL OWNERS.
**SHALOMAR, NIMROD III, ASPIRE, TYLEANA, HOPECREST,
SUPREMACY, NARWHAL, IMMANUEL, AMETHYST,
FRUITFUL HARVEST II, OERONA, ROWANTREE,
MARGRETHE BOJENS, OCEAN CHALLENGE, FRAGRANT
ROSE, COURIER, SAMUEL BAXTER, GOLDEN EMBLEM,
LILY OAK IV, RIVAL, GEORGE WETHERILL, SCORTON,
FRAGRANT CLOUD, EMILY FRANCIS, SIOBHANNA,
VENTUROUS, SUCCESS, DELIGHTFUL, HANVEST, MELDARNE,
EDRICK II, LEANDER, ATHENA, DEFIANT,
AQUARIUS, ACHILLES, POSEIDON, LODESTAR, ADMIRAL
VAN TROMP, LINDESFARNE, FRANCES BOJEN,
SPES NOVA ETC.**

G.I. WATSON & CO. LTD.
FISHING BOAT DESIGNERS & CONSULTANTS
ENSKINE HARBOUR, ENSKINE, DUNFREMURSHIRE PA6 6AX
TELEPHONE: 041-812 0437

ROBERTSON NET DRUMS
Illustrated is a Robertson type 3PN88 net drum with a
5-ton pull and capacity of 3 cubic metres. Special features
are the detachable twin whipping drums and heavy duty
brake which give features useful to all fishing techniques.
This is only one of Robertson's net drum and trawl winch
range designed for all classes of trawlers.
JAMES ROBERTSON & SONS LTD.
(Fleetwood) LTD.
DOCK STREET, FLEETWOOD, LANC.
Telephone: 3411

SUPPLIES & SERVICES



Campbeltown builds a five-star fleet

Campbeltown Shipyard builds five standard fishing boat hulls between
70 and 90 feet. A design to suit every skipper who needs a thoroughbred
seven-hue bowler.

Accommodation, engine room and deck layout are arranged the way the
skipper's want them.

With their rugged
construction and renowned
conveying qualities,
Campbeltown's seven-hue
bowlers have an excellent record for
catching fish. It's why they are chosen by so
many top skippers.

CAMPBELTOWN SHIPYARD LTD.
Trench Point, Campbeltown, Argyll. Tel: 0908 2851/2

BUSHNELL
Distributors or Stockists of
THORNYCROFT & PETER ENGINES,
NICOR GEARS, SMALLWOOD WINCHES
SALE — SERVICE — SPARES
Overhaul, brake testing, installations,
controls and stern gear, instruments,
Exhaust systems.
JOHN BUSHNELL (Engineering) Ltd.,
Station Road, WARGRAVE, Berks
Tel: Wargrave (073 522) — 2181/2/3/4

FELCO WIRE CUTTERS
FELCO WIRE ROPE CUTTERS WIDELY USED IN THE FISHING INDUSTRY
Available from your **BURTON McCALL (Industrial) LTD**
CHANDLERS or **SAMUEL LEICESTER LTD** Tel: 0533 53878/9

**IVER CHRISTENSENS
REPRESENTATIVES IN UK:**
Scotland: Available through your local ship chandler or
fishingsman
England: Gellop Trawls,
Mr. Roy Gellop, Hill Rd., Lyme Regis, Dorset.
Telephone: 3820.
IC
**IVER CHRISTENSENS TRAWL
NET FACTORY LTD.**
DK-9980 Skagen-Denmark
Tel: 08-441477

SUPERIOR CUSTOM BUILT SMALL M.F.V.s
GERALD PEARL LIMITED
LOOE PL13 1PM

Have you a foreign Engine or Gearbox?
Do you experience difficulty in
obtaining spares?
Don't lose fishing time—Contact us
immediately.

"EUROPARTS"
SEA-POWER LTD., ISLAND STREET,
SALCOMBE, S. DEVON.
Phone Salcombe 2986

VESSELS BUILT IN WOOD
D.R.P. AND STEEL
HULLS
FITTED OUT
Own slipway for
repairs up to 80'
W.F.A. Approved
Robsons Boat Builders Ltd.
Templetown South Shields (069-43) 5187

HENRY FLEETWOOD & SONS (MARINE) LTD
MARINE ENGINEERS
LOSSIEMOUTH, SCOTLAND
Telephone: Lossiemouth 3015
Supplied Stern gear and a
Gardner 6LX diesel as
auxiliary unit for Skipper
William Campbell's new
Ajax
Agents for:
GARONER ENGINES & GILKES PUMPS

**FLUORESCENT
DECKLIGHTS**
12 VOLT 24 VOLT 110 VOLT D.C.
NAVIGATION LIGHTS - ALTERNATORS
WEATHERPROOF PLUGS AND SOCKETS
SCARBOROUGH IGNITION CO.
ROSCOE STREET, SCARBOROUGH
TELEPHONE 68321

**Specialists
in
28ft to 40ft
G.R.P. FISHING
VESSELS**
to W.F.A. requirements
**CARDIFF BOAT
BUILDING CO.
LIMITED**
Roath, Cardiff
Telephone:
CARDIFF (0222) 28034
Established 1914

Put real pulling power where it belongs

HYDRAULIC DECK MACHINERY FOR THE SMALLER VESSEL
ROLL-ON, 40 to 100 TON CAPACITY
CONTINUOUS, POT AND LINE
HAULING UP TO
10 TON CAPACITY
NET HAULERS FOR
SUSPENDED OR
RAIL MOUNTING
UP TO 10 TON CAPACITY
AND NOW THE NEW
TORKMARE 1 TON
HYDRAULIC PAWL
WINCH
ACTION
WINDLASSES
UP TO 10 TON
CAPACITY
AMERICAN STYLE
VEE PULLEY
POT HAULERS
FULL CONTROL AND
INSTALLATION
EQUIPMENT TO SUIT
INDIVIDUAL VESSELS
EASTERN BOATHOUSE
BURNINGHAM, CHESHIRE
FB8E CWO SAT
WALTON 1601 7808

PNP DUERR

A. RAY BURN (Plymouth) Ltd.
(distributors sales & service)
MOTEURS BAUDOUIN
65-1500 horse power. New D.F. Vee Series
THORNYCROFT
Marine Diesels 20-184 hp
SMALLWOOD Hydraulic Deck Machinery
TELEFLEX MORSE Engine and
Steering Controls and Accessories
JABSCO Electrical & Mechanical Water Pumps
ENFIELD Z-Drives PRM Gearboxes
For further details write or phone for illustrated publications
**116 DEVONPORT ROAD, STOKE,
PLYMOUTH**
Telephone: (Plymouth 54114/5 Telex 45487)

HYDRAULIC NET DRUMS
4 Ton Model (10 Tons on Core) 30 Tons Pelagic Lead Capability
5 Ton Model (14 Tons on Core) 40 Tons Pelagic Lead Capability
Above loads, handled while still on
board using Net Drum in place.
50% greater loads can be handled.
Modular construction offers
11 sizes from standard
parts, also easy
metal top.

**SOUTH WESTERN
MECHANISED
FISHING**
VENN PARK, STOKE FLEETING
DARTMOUTH
DEVON
Stoke Fleeting (080 427) 453

as the fleet contracts

SUPPLIES OF white fish into Britain during 1975 were the lowest for 12 years and British-caught landings slumped by nine per cent compared with 1974. Against this gloomy background, the White Fish Authority presented its annual report, for the year ended March 1976, in London last week.

This depressed supply was mainly the result of the contraction in distant water fishing but, noted the report, on uplift in first-hand prices gave the home water fleet a better year of it.

The economic crisis, and the recent agreement with Iceland, was seen as having a major impact on distant water catching effort. These measures had the effect of "telescoping into a short space of time developments which might, in other circumstances, have been spread less painfully over a longer period, while an orderly transition to 200-mile fishing limits was taking effect."

To counteract the sudden effect of the deal with Iceland special aid is needed, says the WFA, to ease the economic and social disruption.

Total white fish supplies during 1975 were 649,000 tons. British landings dropped by 66,000 tonnes to 689,000 tons — the lowest figure for 14 years.

Imports

Imports, representing 19 per cent of total supplies, increased by 15,000 tonnes (landed weight equivalent), but this was insufficient to offset the fall in landings.

The value of total supplies increased by £1.6m, to £109.1m, owing to an increase of £3.7m in imports. The value of landings from British vessels declined by £2.2m, to £126.6m.

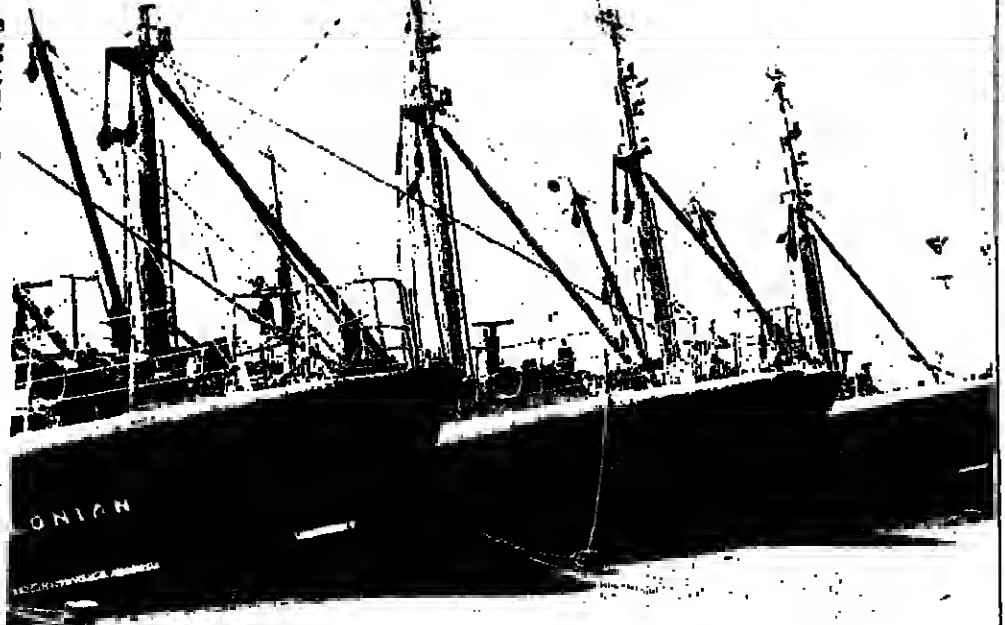
British deep-sea landings fell by 48,000 tonnes to 337,000 metric tons.

During the year, the deep-sea fleet was reduced by 55 vessels to 399 at the end of December 1975. While the freezer and factory trawler fleet declined by four vessels to 44, their contribution to catch remained stable at about 80,000 tonnes.

Reduction

The number of distant water wet fish trawlers (140ft. and over) was reduced by 27 vessels to 88 and, although total fishing effort, in distant waters by both freshers and freezer-trawlers, declined by 5.6 per cent, these vessels suffered reduced catch rates of 54 tonnes/100 hours trawling compared with 57½ tonnes for all grounds in 1974.

Iceland remained the most important fishing area and attracted over half the total fishing effort by the distant water fleet. The British fleet, however, was not as heavily dependent on the British fleet during 1975 but the number of fishing trawlers in the Atlantic ground



A familiar scene: white fish trawlers tied to the wall.

During the year, 30 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

During the year, 20 vessels entered the near and middle-water fleets, but 44 vessels went out of service. This left 267 vessels at the end of the year. Catch rates by the English near and middle-water trawling fleets fell away on all grounds except the west coast of Scotland.

TAGS USED TO KEEP WATCH ON LOBSTERS

THE Burnham-on-Crouch fisheries laboratory recently released 950 tagged lobsters in the Whitby to Bridlington area.

The tag used is one developed after trials on the south coast last year and remains attached to the lobster after moulting its shell.

The toggle-like internal portion of the tag is embedded in the muscle between the carapace (body shell) and tail. A yellow numbered piece of tubing is attached externally by green thread.

Both sized and undersized (less than 60 mm carapace length) lobsters were tagged and released as close as possible to their place of capture.

Releases were made from Skinningrove, north of Whitby, to Robin Hood Bay

to the south, and from Hornsea to Aldborough, south of Bridlington.

The Ministry is offering the market value of the lobster, plus a 50p reward, for their return, together with details of position of capture.

Further releases are planned in July and August off Norfolk, enabling a comparison of the two areas to be made. The information obtained from these tag releases is essential to the expanded lobster research programme at Burnham.

Dr. Eric Edwards, head of the shellfish section at Burnham, says the aim of this programme is to give the scientific advice necessary to ensure that further declines in lobster landings on traditional grounds are stopped, and that the fishery can be encouraged to recover and expand in the future.

Releases were made from Skinningrove, north of Whitby, to Robin Hood Bay

to the south, and from Hornsea to Aldborough, south of Bridlington.

The Ministry is offering the market value of the lobster, plus a 50p reward, for their return, together with details of position of capture.

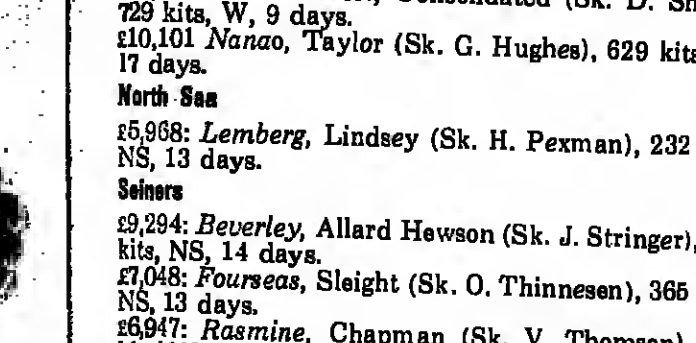
Further releases are planned in July and August off Norfolk, enabling a comparison of the two areas to be made. The information obtained from these tag releases is essential to the expanded lobster research programme at Burnham.

Dr. Eric Edwards, head of the shellfish section at Burnham, says the aim of this programme is to give the scientific advice necessary to ensure that further declines in lobster landings on traditional grounds are stopped, and that the fishery can be encouraged to recover and expand in the future.

Releases were made from Skinningrove, north of Whitby, to Robin Hood Bay

to the south, and from Hornsea to Aldborough, south of Bridlington.

The Ministry is offering the market value of the lobster, plus a 50p reward, for their return, together with details of position of capture.



Lobster with tag position marked.

Irish catch poachers

TWO TRAWLERS, one British and the other French were arrested last week off the Irish Republic as the country stepped up its plans to combat illegal fishing within territorial waters.

The British trawler, Moureen-Patricia, based in the Isle of Man, was arrested off the Donegal coast and charged with alleged illegal fishing. The vessel was escorted into Rathmullan Harbour and skipper M. Watterson, after pleading guilty in court, was fined

£50. His gear and catch valued at £2,740 were confiscated. A bond of £2,400 was fixed in the event of an appeal.

The French trawler, the 600,000 La Joconde, was arrested two miles inside Irish limits off the Aran Islands, County Galway, and the skipper fined £75. He was also charged with taking undersized fish. His catch and gear valued at a total of £4,232, was confiscated.

The catch consisted of four-and-a-half tons of prawns and three-tons of white fish.

THE Irish Department of Agriculture and Fisheries is considering stronger legislation to prevent skin divers taking shellfish. Our Irish correspondent understands that one of the possibilities being considered is strict controls and prohibitions regard to the sale of shellfish, particularly illegally-caught.

youngster, in the name of the firm. It traded under the Harry Franklin Ltd. banner until fairly recent years, when Allard, Hewson & Co. bought it out.

FRED GOING FOR HALF-A-TON



the same firm.

ONE OF the most respected men on Grimsby fish docks, Fred Standing who is ship's husband to the sealer owners and agents Allard, Hewson & Co. Ltd., has just completed 40 years' service in the same office.

Kindly, but clearly nobody's fool, Fred has a real aptitude for one of the most demanding and responsible jobs on the fish docks — crewing fishing vessels.

Over the years he has built up an easy-going manner which can cope with every trick in the book (and a few more), whatever their problems, he will always give them a patient and fair hearing.

The only major change in his employment, apart from his wages which Fred admits have "doubled" from the 38 (30p) a week he received as a

youngster, in the name of the firm. It traded under the Harry Franklin Ltd. banner until fairly recent years, when Allard, Hewson & Co. bought it out.

He has seen a great deal of change at Grimsby and none more significant than the build-up of the port's sealing fleet.

Fred can recall the time when 280 grossings were a payable trip for sealers in those pre-war days when fuel was 4½d. (14p) per gallon. Best hard steam coal was 12s. 6d. (64p) a ton.

At that time Franklin's also operated trawlers and included among its fleet was Gatooma, at 190ft. and 727 tons, the largest trawler in the British fleet. She once spent 14 weeks away on a sealing trip in the years when a Government scheme forced owners to pull out certain vessels during the summer to

avoid a glut of unsaleable fish.

Gatooma was only a few days late when she got back to Grimsby, but the fish was confiscated and most of the crew, Fred remembers, picked up for the princely sum of 3s. 9d. (19p) for their trouble!

Gatooma was sold to the Italiane in 1935 and an Allied torpedo accounted for her during the war.

Before joining Franklin's, Fred spent two years as an apprentice boy with Grimsby water owners, H. J. Ltd., only moving on to the attraction of a better quality of work.

Now, he is looking next year at a new chapter in his life, as he has been asked to pull out certain vessels during the summer to

Catches and Prices

GRIMSBY

£35,834: Ross Rodney, BUT (Sk. G. Carsberg), 2,012 kits, 1, 21 days.

£30,006: Vianova, BUT (Sk. A. Hankin), 1,668 kits, 1, 21 days.

£28,568: Barnsley, Consolidated (Sk. G. Tyrrell), 1,580 kits, 1, 22 days.

£26,891: Spurs, Consolidated (Sk. W. Hardie, Jr.), 1,537 kits, 1, 21 days.

£26,122: Ross Khartoum, BUT (Sk. E. Hall), 1,486 kits, 1, 24 days.

£25,911: Belgum, Boston (Sk. J. Stevens), 1,432 kits, 1, 22 days.

£25,271: Boston Kestrel, Boston (Sk. W. Nutten), 1,385 kits, 1, 23 days.

£21,131: Northern Reward, BUT (Sk. W. R. Younger), 1,207 kits, 1, 25 days.

£17,385: Ross Juno, BUT (Sk. J. Roberts), 890 kits, 1, 26 days.

£19,568: Ross Cheeta, BUT (Sk. E. Hodson), 1,274 kits, F/W, 16 days.

£18,336: Ross Civet, BUT (Sk. A. Redpath), 1,117 kits, F, 16 days.

£10,990: Rhodesian, Robinson (Sk. J. Waddingham), 539 kits, W, 15 days.

£10,964: Notts Forest, Consolidated (Sk. D. Shore), 729 kits, W, 9 days.

£10,101: Nanao, Taylor (Sk. G. Hughes), 629 kits, W, 17 days.

North Sea

£5,968: Lemberg, Lindsey (Sk. H. Pexman), 232 kits, NS, 13 days.

Seiners

£9,294: Beverley, Allard Hewson (Sk. J. Stringer), 450 kits, NS, 14 days.

£7,048: Fourseas, Sleight (Sk. O. Thinnesen), 365 kits, NS, 13 days.

£6,947: Rasmine, Chapman (Sk. V. Thomsen), 361 kits, NS, 10 days.

£6,882: Limanda, Richardson (Sk. H. Thomsen), 383 kits, NS, 9 days.

£6,662: Cleaver Bank, Sleight (Sk. C. Andersen), 332 kits, NS, 12 days.

£6,676: Tanana, Sleight (Sk. A. Lunde), 366 kits, NS, 12 days.

Pair teams

£1,562: Margrethe Bojen, (Sk. Jens Bojen), 625 kits, 12 days.

£1,305: Frances Bojen, (Sk. J. Richardson), 598 kits, both John R., NS, 10 days.

£9,707: Carl Borum, (Sk. R. Borum), 653 kits, and £9,316: Jacqueline Borum, (Sk. J. Borum), 564 kits, both Sleight, W, 16 days.

£10,072: Golden Venture, (Sk. P. Pultrey), 585 kits, and £8,422: Skanderborg, (Sk. P. Scott), 517 kits, both John R., NS, 9 days.

£9,080: Grenaa Star, (Sk. B. Host), 466 kits, and £8,177: Grenaa Pearl, (Sk. M. Potterton), 427 kits, both Sleight, NS, 12 days.

£9,392: Laurids Skonager, (Sk. Jorgen Bojen), 504 kits, and £7,454: Ann Charlotte, (Sk. R. Collins), 438 kits, both John R., NS, 12 days.

MULL

£54,718: Hammond Innes, Newington (Sk. B. Taylor), 2787 kits, 1, 24 days.

£37,523: Ross Trafalgar, BUT (Sk. E. Ward), 1861 kits, 1, 24 days.

£36,344: Falstaff, BUT (Sk. D. Hird), 1905 kits, 1, 23 days.

£33,134: Ross Sirius, BUT (Sk. D. Whiting), 1809 kits, 1, 23 days.

£30,767: Loch Eriboll, BUT (Sk. D. Paterson), 1987 kits, 1, 20 days.

£29,587: Portia, BUT (Sk. L. Godman), 1664 kits, 1, 23 days.

£27,386: Ross Orion, BUT (Sk. M. Clark), 1535 kits, NS, 27 days.

£11,978: C.S. Forester, Newington (Sk. R. Taylor), 927 kits, F/W, 19 days.

FLEETWOOD, Iceland

£35,665: Fyldé, Marr (Sk. V. Búshint), 1,817 kits, 17 days.

£29,321: Luneda, Marr (Sk. A. Hay), 1,528 kits, 19 days.

£26,500: Boston Beverley, Boston (Sk. H. McMillan), 1,151 kits, 22 days.

Home water

£9,222: Robert Hewett, Hewett (Sk. D. McLoughlin), 612 kits, 18 days.

£3,177: London Town, Hewett (Sk. J. Kelly), 394 kits, 15 days.

£7,123: Wyre Defence, Wyre (Sk. G. Wright), 442 kits, 14 days.

£6,993: Mount Melleray, Wyre (Sk. B. Andrews), 424 kits, 14 days.

£3,589: Idena, Marr (Sk. D. Birley), 353 kits, 15 days.

Near Water

£5,411: Resound, Ward, 274 kits, 14 days.

£4,930: Replenish, Ward, 219 kits, 14 days.

£2,784: Fair Isle, Ward, 121 kits, 9 days.

£2,760: Susan Bird, Bird, 198 kits, 15 days.

£2,610: Deevals, Bird, 110 kits, 14 days.

£2,390: Resilience, Ward, 111 kits, 13 days.

£2,250: Resolute, Ward, 135 kits, 15 days.

£1,943: Southards, Ward, 97 kits, 12 days.

ABERDEEN

£24,794: Grampian Monarch, North Star (Sk. R. Catto), 1531 kits, 1, 18 days.

£15,115: Admiral Nelson, Woodgroup (Sk. R. Pirie), 808 kits, F, 13 days.

£13,188: Ben Bhackie, Irvin (Sk. W. Fry), 894 kits, NC, 21 days.

£9,653: Ross Kestrel, BUT (Sk. J. Jamieson), 774 kits, S, 14 days.

£6,710: Glenely, Brucewood (Sk. G. Farquhar), 508 kits, W.S., 10 days.

LOWESTOFT

£8,812: Christen Bank, Hobson (Sk. D. Athorn), 452 kits, NS, 13 days.

£8,083: Bentley Queen, Talieman (Sk. A. Gill), 372 kits, NS, 12 days.

£7,625: Boston Aztec, Boston (Sk. J. Swatman), 336 kits, NS, 12 days.

£7,533: Farnham Queen, Talisman (Sk. B. Turrell), 322 kits, NS, 13 days.

£7,500: Saafa, East Coast (Sk. B. Bowler), 372 kits, NS, 12 days.

£7,393: Oulton Queen, Talieman (Sk. A. Hutchison), 333 kits, NS, 12 days.

GRANTON

£10,385: Arctic Explorer, Liston (Sk. J. Banyard), 819 cwt., NS, 14 days.

£7,544: Arctic Invader, Liston (Sk. P. Wanless), 639 cwt., NS, 11 days.

NORTH SHIELDS

£47,136: Ben Strome, Irvin (Sk. E. Longhorn), 14,208 kits, NS, 14 days.

£13,968: Ben Edra, Irvin (Sk. R. J. Palmer), 54,738 kits, NS.

£9,287: Christine Neilsen, Irvin (Sk. C. Ellis), 23,190 kits, NS.

£2,879: Conduan, Irvin (Sk. A. Morse, Jr.), 10,250 kits, NS.

£2,788: Rose of Sharon, A.F. (Sk. A. Moody), 11,622 kits, NS, 4 days.

£2,707: Sharon Vale, A.F. (Sk. D. Moody), 8,515 kits, NS, 4 days.

£2,644: Bonaventure, A.F. (Sk. T. Bain), 11,560 kits, NS, 2 days.

£2,183: Nova Spero, A.F. (Sk. D. Fairney), 9,880 kits, NS, 2 days.

£1,982: Flouresco, A.F. (Sk. B. Scott), 8,117 kits, NS, 4 days.

MILFORD HAVEN

£3,822: Bryher, Norrard (Sk. A. James), 195 kits, 13 days.

£2,308: Norrard Star, Norrard (Sk. J. Manaan), 162 kits, 18 days.

£2,037: Brenda Wilson, Jones (Sk. R. Evans), 113 kits, 13 days.

